AUTOMOBILES.

Requests for Positions in the Parade and Predicts Fine Spectacle-Famous Old Racing Cars Will Be in the Line.

Most of the automobile agencies and accessory firms whose places of taisiness are along Broadway as far north as 110th street have made arrangements to have the fronts of their stores elaborately decorated for the automobile carnival week celebration of the New York Automobile Trade Association from April 6 to 11. In addition to the automobile and accessory firms that will dress up their stores a number of hotel men and other merchants on automobile row have decided to do some decorating, though generally not on so elaborate a scale as those most directly interested. Many of the sellers of cars and the numerous accessories and fittings that go with motor vehicles have decided to ix up the interiors of their salesrooms in addition to decorating their store fronts.

R. G. Howell, grand marshal of the illuminated parade on the evening of Tuesday, April 7, and Col. K. C. Pardee, chairman of the committee in charge of the hill climbing events on the Fort George hill on Thursday, April 9, have had many applications for entry blanks for the affairs they have supervision of. In discussing the parade yesterday Grand Marshal Howell said:

The pageant on April 7 will be the biggest surprise New Yorkers have ever seen. The first two sections will comprise an educational review which will demonstrate as nothing else could do the gradual evolution and development of the automobile to its present state of practical perfection. Step by step and year by year the improvements can be studied, beginning with models produced during the earliest days of the industry down to the handsome array of cars now eing sold by the retail trade in New York

"It is most appropriate that the old pioneer models should receive the greatest consideration and be accorded the position of honor at the head of the procession. Many of these veteran types of the modern selfpropelled vehicle are now somewhat infirm and will necessarily make very laborious progress. It is within the bounds of possibility that some of them may require assistance from newer and younger cars. In this section will be included famous racing cars of former years and a striking contrast will be afforded by the down to date racers which are to compete for the magnificent Briarcliff trophy later on in the month over a course in Westchester county.

The second, or dealers' division, will present the most complete display of the finest automobiles that have ever been exhibited in such a manner, in which will be included practically all of the cars shown during the last winter at three distinct automobile shows in this city. This dealers' section will comprise all the leading careindependent, licensed and foreign-from the smallest runabout to the largest six cylinder 90 horse-power car, all polished up for the inspection of critical motorists.

"In the third section, the one for decorated cars, real rivalry will prevail, and many surprises have been promised. Elaborate trophies are to be given to the owners of the first and second best decorated cars and also a prize for the most grotesquely decorated machine. A great many owners have applied for positions in this division, but little information has been given out regarding the nature of the decorations. In this section no names or advertising matter is

"The fourth and final section will be for commercial motor vehicles and this will probably be the greatest one in a numerical sense. All parade entrants not eligible to one of the first three sections will be assigned positions in the fourth section. Floats, advertising trucks with decorations and commercial vehicles ranging from light delivery wagons to heavy trucks of coal dealers will find place in this section. It is expected that a great number of illuminated signs will be carried on vehicles in this section.

"The first division cars will assemble on Fifty-seventh street west of Broadway and red identification cards will be assigned to those applying for positions in this section. The second division cars will assemble on Fifty-sixth street west of Broadway and yellow identification cards will be assigned to those entering this division. The third division cars will assemble on Fifty-fifth street west of Broadway and applicants for this section will receive white identification cards. The fourth division cars are to assemble in Fifty-fourth street west of Broadway and the entrants of cars in this section will receive white identification cards. Eighth and Ninth avenues between Fifty-third and Fifty-eighth streets will be closed on the evening of Tuesday, April 7, the night of the parade. Drivers of cars in the various sections must approach their assemblying places from Tenth avenue, entering the street to which they have been assigned. The judges' stand is to be on Broadway on the park strip in the middle of the street between Eighty-seventh and Eighty-eighth streets." find place in this section. It is expected

the park strip in the middle of the screet between Eighty-seventh and Eighty-eighth streets."

Nevent application for places in the various sections include the following cars: Two Lozier Briarcliff trophy candidates for the first section and three Loziers in the second section; one Panhard Briarcliff trophy candidate and several old Panhards for the first section and one Panhard for the second section; ten Haynes cars representing ten years of automobile building; twelve Autocars for the second section; A. P. Palmer's White steamer for the third section; ten Studebaker commercial vehicles for the fourth section; four Garfords for the second section and four Garfords for the third section; its Berlists for the second section; two Panhards for the fourth section; the Mora cars for the second section; one Bianchi racer for the first section; one Knox with Jones speedometer float for the fourth section; one Lansden with Firestone tire float for the fourth section; one Lansden with Firestone tire float for the flist section; A. M. Hoasland's Stearns for the second section; one Simplex for the second section; and three Brooklyn Eagle trucks for the fourth section.

Aspouncement was made yesterday that

Simplex for the second section and three Brooklyn Eagle trucks for the fourth section.

Announcement was made yesterday that Jefferson De Mont Thompson, chairman of the racing board of the American Automobile Association, had called a special meeting of the board for Thursday, April 2, in this city. At this meeting final action is to be taken regarding the new racing rules which have been prepared by a special committee consisting of Chairman Thompson, Alfred Reeves, A. L. Riker and S. A. Miles. Some of the new definitions in the new rules are as follows:

"Amateur Driver—A man who has never driven or raced a motor car for pay, either in cash or any other valuable consideration; competed for a cash prize, who does not make his livelihood or any part of it as a result of racing or driving, either as a demonstrator, tester or chauffeur; who has not otherwise raceived financial reward for engaging in competition, who has never been declared a professional by any sport governing body in connection with that sport over which it has jurisdiction, or who, having been so declared, has been reinstated, either by such body or the racing board of the A. A. A.

"Stock Car—A motor car completely described in the manufacturer's catalogue for the current or any preceding year which is manufactured in quantities of ten or more, which is on sale by the regular selling representatives of the manufacturer and is manufactured ready for delivery to buyers.

"Stock Chassis—A chassis which, without any changes whatsoever, except that lighter rear springs may be used, can, by adding the necessary parts, be assembled into a complete stock car for which it is designed.

"Touring Car—A car provided with a tonneau and seats for at least five adults, two in front and three or more in the tanneau.

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"Touring car—A car provided with a tonneau and seats for at least five adults, two in front and three or more in the ta

neau and seats for at least five adults, two in front and three or more in the tonneau. "Touring Runabouts or Tourabouts—A car provided with seats for two persons side by side in front and one or two persons in

Rule 21 provides for four bases of classifi-Rule 21 provides for four bases of cassin-cation: 22s, piston displacement in cubic inches; 2, hoise-power as recorded by the association formula; 3, price as per schedule below; 4, weight as per schedule below. "Class A—Piston displacement—1, over 550 cubic inches; 2, 301 to 550 cubic inches; 3, 151 to 300 cubic inches; 4, 150 cubic inches and under.

3, 151 to 300 cubic inches; 4, 150 cubic inches and under.

"Class B—Horse-power—1, 75.1 horse-power and upward; 2, 60.1 to 75 horse-power inclusive; 3, 40.1 to 60 horse-power inclusive; 4, 24.1 to 40 horse-power inclusive; 6, 15.1 to 24 horse-power inclusive; 6, 15 horse-power and under.

"Class C—Price—1, \$4,000 and over; 2, 33,001 to \$4,000; 3, \$2,001 to \$3,000; 4, \$1,251 to \$2,001; 5, \$851 to \$1,250; 6, \$850 and under.

"Class D—Weight in pounds—1, over 2,204; 2, 1,432 to 2,204; 3, \$81 to 1,432; 4, 551 to \$81.

The automobile dealers of Indianapolis

AMONG THE AUTOMOBILISTS

AUTO STORES TO BE DECORATED
FOR CARNIVAL WEEK.

Strand Marshal Howell Has Received Many
Requests for Positions in the Parade

The Minneapolis Automobile Club has persuaded the city council of Minneapolis, Minn. to agree to repeal all of the existing municipal motor vehicle regulations and the club's attorney is to furnish a draft of a proposed new ordinance. The legal representative of the club convinced the city fathers that an ordinance which was recently passed was in conflict with former measures of a similar character and they agreed to repeal the old laws. They have decided to charge \$1 for city registration tags in the future, as it is asserted that tags which could be bought for 30 cents would not be fine enough to suit the fancy of owners of fine cars.

Dai H. Lewis, secretary of the Automobile Club of Buffalo and manager of the local automobile show which was recently held in Convention Hall, commented as follows upon the affair after its close: "This has been the sixth and most successful show the city has had. The attendance has taxed the capacity of the building every evening and during the mornings and afternoons exhibitors reached new and profitable business, coming in contact with the beat class of prospective buyers. The public responded generously to the plea for the Niagara Falls-Buffalo boulevard. The good fellowship that prevailed throughout the show was one of the features of the exhibition. There was not one word of protest or complaint from any exhibitor. That the time was wisely selected was proved by the large attendance and the pleasant weather which was taken advantage of by the exhibitors for demonstrations of their cars. I want to extend thanks and appreciation to the public for the generous support which was given to this show, especially on the special boulevard day."

Out in the Wisconsin city that was made famous by beer they have a most euphonious way of announcing the fact that an automobilist has been fined for exceeding the speed limits prescribed by Milwaukee's city fathers. The way they put it is as follows: "John Heber has joined Judge Neelen's 1908 auto club and has paid his initiation fee of \$10 and costs."

By unscrewing the valve which is provided in the front end of the mufter on some cars the exhaust opening will be increased. This will have a tendency to decrease the back pressure and reduce the heat, as well as very frequently increasing the speed of the car to a considerable extent. This expedient, however, is one that should only be resorted to for long journeys and the valve should be closed again before driving through the crowded attreats of cities. the crowded streets of cities.

The youngest of the automobiling organizations of the Western metropolis, the Chicago Motor Club, has been the first to begin an active campaign against the proposed wheel tax which the municipal authorities of Chicago intend to put in force on May 1 unless legally restrained beforehand. John A. McKeown, attorney for the club, filed an application for an injunction against the wheel tax last Monday, his contention being that to enforce a wheel tax payment from automobilists would be double taxation as the motorists are already compelled by the State to pay a tax on their cars in the form of fees for registration. The wheel tax has also been attacked by legal representatives of the teaming interests and it is hoped that the ordinance will be repealed by the courts.

representatives of the teaming interests and it is hoped that the ordinance will be repealed by the courts.

It is asserted that the automobilists would not have engaged in an effort to defeat the measure were it not for the fact that they thought owners of automobiles had not been fairly treated in the arrangement of the fee schedule. One glaring injustice of the proposed scale of fees is that automobiles are charged twice as much as the owners of horse drawn vehicles, especially when it is remembered that horse drawn vehicles use the city paved streets so much more than the automobilists, the bulk of whose driving is done in the outlying territory around the city. The present idea is to use the money collected from the wheel taxes for maintaining the streets of the city, but as the Park Commissioners have exclusive jurisdiction over the many miles of macadamized roads in the park system it would be possible for them to impose a wheel tax if they so desired, provided the validity of the ordinance was upheld by the courts.

St. Louis automobilists have been advised

St. Louis automobilists have been advised to secure the red city license tags for their cars before April 1, which is the last day of grace allowed for the payment of the municipal motor vehicle tax, which was due last December. There is some conflict over the question as to whether the State and the cities of Missouri may impose separate motor vehicle taxes, but the owners of cars in St. Louis are warned that they will be compelled to pay the city tax in any event. They are accordingly told to call upon the city license Louis are warned that they will be compelled to pay the city tax in any event. They are accordingly told to call upon the city license collector and secure their red tags, so as to escape the costly experience of being arrested and fined for driving without the visible sign of having complied with the requirements of the municipal regulations.

The farmers of Germany are asking the Government to adopt more strict regulations to control automobilists, as they assert that a great many drivers of cars travel too fast and recklessly not only on the open country roads but also through villages and towns. They also urge more severe penalties for violations of the motor vehicle regulations and protest against the running of big road races on highways used for public traffic, claiming the farmers cannot take their produce to market when roads are closed to regular traffic.

Col. Norris G. Osborn, C. W. Pickett and C. W. Pickett a The farmers of Germany are asking the

Coi. Norris G. Osborn, C. W. Pickett and H. G. Wynne, who were the judges that awarded the prizes for the best decorated cars at the New Haven local automobile show last week, decided that first honors had been won by a Locomobile. It was decorated to typify the swan chariot in Lohengrin and the body of the car was completely covered with white bunting, with roses and greenery twined around in. Arches over the seats were festooned with roses and small electric lamps with red globes were sprinkled among the roses. On top of the front arch a dove was mouated, holding in its beak gilded reins that ran down to two swans, one on each side of the bonnet of the car. A Thomas and a Franklin won second and third prizes respectively with much less elaborate decorations than the winner and a Reo received honorable mention.

elaborate decorations than the winner and a Reo received honorable mention.

It is a good plan for automobilists, and especially those who are comparatively new drivers, to become accustomed to using both foot and emergency brakes and not depending upon the foot brake exclusively, as so many drivets do. While the emergency brake is primarily designed for use in tight places and when there is sudden need of stopping, it has other uses. If the foot brake is used continuously when descending a long, steep grade it will become very hot and if its design provides for a lining on the brake shoe the continued friction will soon destroy the lining. This can be prevented by alternating in the use of the foot and emergency brakes, as the destruction of the lining is not only an annoyance because of the expense which replacement would entail, but also because of the necessary loss of time while the brake is being fixed.

By setting the emergency brake lever in a position where it will allow the car to attain only the desired rate of speed and releasing it after a reasonable distance has been covered then applying the foot brake for a time and in turn releasing it before it becomes too heated, both brakes may be kept cool. This process will reduce the wear on both brakes to the smallest possible amount, as the real destruction comes from heat rather than from service without heat. On hills that are long it is a good plan to cut off the spark and have the momentum of the car turn the engine over a few times in this way, which will clean out the cylinders and cool them. When this is done extreme care must be used when the spark is switched on again, as a sudden jerk will ensue unless the speed of the car is in accord with the speed of the engine.

The Automobile Club of Barcelona, Spain, is to promote a road race for light cars on May 28 over a circuit of twenty-eight kilometers, taking in Panades and Bajo. The race is called La Coupe Cateluna and the distance of the event will be 252 kilometers, 156 miles, or nine circuits of the course.

SYRACUSE VS. MICHIGAN. Foetball Teams to Meet in the Stadium

-A Suff Schedule. STRACUSE, March 28 .- Arrangements have been completed with the University of Michigan whereby the Wolverines and the Syracuse iniversity football team will meet in the

stadium here on November 21 next. It is likely that the university authorities will fix upon the date of the Michigan-Syracuse game as the occasion for the formal dedicatory opening of the stadium. Gov. Hughes and other prominent men, as well as he donor of the field, John D. Archbold, will

be invited to be present. be invited to be present.

The result of the negotiations with Michigan gives Syracuse for the first time in many years a big home game with which to close the season. West Point, for several seasons the final opponent of the Orange, will not be met next season according to the present plans.

plans.
Howard H. Jones, the Yale end, who has been engaged to coach the team for next season, has his work cut out to whip an eleven into condition to play the hard schedule which has been arranged as follows:

Hemilton October 3. has been arranged as follows:

September 23, Hobart; 26, Hamilton; October 3,
Yale at New Haven; 10, Carlisle at Buffalo; 17,
Rochester; 24, Princeton at Princeton; 31, Williams;
November 7, Colgate; 14, Tufts; 21, Michigan.



The developments of the past week indicate an interest and enthusiasm exceeding the most sanguine

THE TENTH ANNIVERSARY

of New York's automobile industry promises to be the largest trade celebration ever held in this country.

The salesrooms of the leading automobile and accessory dealers will be stocked with the latest of everything from two continents pertaining to self-propelled pleasure and commercial vehicles.

THE HISTORICAL PARADE

was at first planned as a mere incident of the carnival. The avalanche of applications for space indicate that the parade will be an educational spectacle of overwhelming proportions—stupendous in size and replete with povelties and original decorations.

PRIVATE OWNERS OF CARS ARE INVITED TO PARTICIPATE IN THE PA-RADE, AND COMPETE FOR THE TROPHIES WHICH. WILL BE AWARDED TO THE FIRST AND SECOND MOST HANDSOMELY DECORATED CARS, AND TO THE CAR MOST GROTESQUELY EQUIPPED.

April 7th, Evening Parade; April 9th, Hill Climbing at Fort George; April 10th, Run to Gramatan Inn. Diamond Rubber Tire Co.

Allen-Swan Co., Brooklyn. Alleu-Kingston.
American Locomotive Co.
Auto Car Sales Co.
Babecok Elec. Carriage Co.
Baker Electric V. Co.
Bianchi Baker Electric V. Co.
Bianchi.
Bowman, S. B., Auto Co.
Brewater, J. B., & Co.
Broadway Auto Exchanga.
Bryant Motor Co.
Cimiotil Bros.
Cleveland Motor Car Co.
Corbin Motor Car Co.
C. G. V. Import Co.
Elmore Auto Co.
Flat Automobile Co.
Fard Motor Car Co.
Ford Motor Car Co.
Fraver-Miller Co.

AUTOMOBILE NOTES.

It has been the fashion among some writers and

not a few motorists to credit the farmer with a feeling of animosity toward the automobile. In the New York to Paris race some of the drivers complained that the "peasants," as they called

them, charged exorbitant rates for the assistance rendered the snowbound machines. G. B. Sharpe

stated in a recent interview that his own experi-

made the run from New York to Fort Leaven worth, Kan., most of the way over the route, would lead him to an entirely different conclusion re-garding the farmer's attitude. Said he: The

farmers beloed us dig through the snow drifted roads where ordinarily a farmer would not think

of asking his horses to go, and considering the service rendered I do not believe their charges

were exorbitant. Furthermore many of then

exhibited an enthusiasm that was cheering to ou

tired drivers and crew. All along the line out drivers reported the same kind of treatment.and

nowhere were they more enthusiastically well comed than in the great farming State of Kansas

comed than in the great farming state of rankass.

I believe that almost invariably, if the motorist
will regard the farmer as a friend instead of an
enemy and accord him the gentlemanly treatment
which is due, the farmer will be only too glad to

minds of the spectators who will view the monster

parade which is to take place during the carnival a few days hence. They will be of an educational

order, without doubt, and many will marvel at the wonderful development which has taken place

tically every well known make will be represented

in the pageant. It is geneally admitted that 1906

The Hartford Suspension Company, makers of

granted an injunction against the Motor Car having

each season's demands.

meet the motorist on the same footing,"

Garford Motor Car Co.
Grossman, Geo. J., Co.
Hamilton-Kuil Co.
Harrolds Motor Car Co.
Halves Auto Co.
Hol-Tan Co.
Homan & Schulz Co.
Hothekiss Imp. Co.
Kasox Auto Co.
Koehler. H. J., Co.
Logier Motor Co.
Maxwell-Briscoe, Inc.
Mitchell Motor Co. of N. T.
Mora Motor Car Co. Mora Motor Car Co. Northern.
Oldsmobile Co. of N. Y.
Owen, R. M., & Co.
Palmer & Singer Mfg. Co.
Panhard & Levassor.

Rainier Motor Car Co.
Renault.
Scott, Geo. J., Moter Ce.
Southworth, A. G., Co., Inc.
Stevens-Duryes.
Stoddard-Dayton Ce.
St. Louis Car Ce.
Studebaker Bros. Cs.
Times Square Asto Co.
Wayne Motor Car Cs.
Weich Motor Car Co.
White Co. White Co. Winton Motor Carriage Co. Wyckoff, Church & Partridge.

Diamond Rubber Tire Co.
Kmpire Tire Co.
Kmpire Tire Co.
Flekling & Co., Inc.
Firestone Tire Co.
Fisk Rubber Co.
General Auto Supply Co.
Goodrich Rubber Tire Co.
Hartford Rubber Tire Co.
Hartford Rubber Tire Co.
Hartford Rubber Tire Co.
Morgan & Wright Tires.
Newmastic Tire Co.
N. Y. Transportation Co.
P and H Tire Co.
Samson Leather Tire Co.
The Auto Supply Co.
Warner lastrument Co.
Wyatt & Listman.

AUTOMOBILES.

Auto Owners' Supply Depet. Continental Tire Co. Commercial Motor Car Co.

MATHESON

IMMEDIATE DELIVERY

\$5,000 1908 Mathesons \$4,250 1907 Mathesons \$5,500 Former prices on all

These cars are absolutely new, have never been used and have most luxurious and beautiful body equipment.

Palmer & Singer Mig. Co. 1620-22-24 Broadway, New York

A1 AUTOS AT PRICES

wonderful development which has taken place in the automobile industry within the first decade. Machines which saw their birth in the first years of the automobile's practicability will be in line, which, when compared with the beautiful creations of ten years afterward, will bring a smile of derision to the faces of those who view things superficially. Yet these progenitors of the finished product of to-day are dear to the hearts of the men who have lived through the trying experience of That Make QUICK Sales: FINES! Condition. anhattan's Pioneer Automobile Establish Manhattan's Pioneer Automobile Establish ment.

Ment.

Pierce Limousines, \$1,500; Pierce Touring, \$900, \$5,500, \$2,000, \$3,500; Packards, \$900 up; \$5,000; Packards, \$900 up; \$5,000; Packards, \$900 up; \$5,000; Vicquot, \$1,700; 1907 Pitty Pope, \$2,000; 1900 Pope Runabout, \$900; Thomas Forty' 1907 Runabouts and Touring; 1907 Oldsmogile Touring; 1907 six cylinder Rollo-Royce Landaucte; six-cylinder Frayer Miller, \$1,500; Peerless, Thirty," \$1,500; Knox, \$23a; Maxwells, cheap; 1907 Ramblers, \$350; Flat, \$2,560; IS Cadillacs, all models, \$06,1907.1 and 4 cylinders, cheap; Stevens Duryea, \$200, \$250; Glides, \$750; 300 other opportunities, pelilonstrations given.

AUTO ODIES EVERY SORT Prices EXTREMELY Reasonable Put on your Car.
BROADWAY MAMMOTH AUTOMOBILE EXCHANGE. 230 to 215 West 56th st., Broadway.

in the pageant. It is geneally admitted that 1996 is the year that those who are familiar with motoring affairs will concentrate on as settling this important question. Gen. John T. Cutting of the Oldsmobile company of New York, one of the prime movers in the coming carnival, states that GOOD AUTO TIRES CHEAP

of this general opinion, for inspection of machines of this general opinion, for inspection of machines of the leading makers from that year will show Can save you money on any tire.

Diamond Rubber Co.'s Guaranteed Goods
Shoes, 18x3 812.75 Shoes, 39x35. 817.59
Shoes, 39x3 813.75 Shoes, 39x35. 818.50
QUICK DETACY-ABLE AND DUNLOP TRES.

AT EXE-OPENING PRICES.

Wite for size y wanted. Will quote you. no radical change or striking alteration in outward design. Improvements have been made mostly in the line of refinement of mechanical details and the application of bodies suitable for Write for sizes wanted. Will quote you, liner Tubes, all sizes, at CUT prices. uplete auto-nobile Supplies Catalogue Mailed free

the Truffault Hartford shock absorbers, have been Comp E. J. WILLIS CO., S Park Place, bet.

ment Company restraining them from canaractur-ing, selling or using Hercules shock absorbers, which the Hartford company declares is an in-THE RAINIER MOTOR CAR COMPANY have for sale a number of used Rainier cars, both in 1907 and 1906 models, including Touring Cars, Hunabouts and Limousines, These have been taken in trade for 1908 Rainiers, are all thoroughly overhauled mechanically, refinished like new, and are guaranteed free of repairs for periods ranging from six to hine months. They are strictly high grade cars, offered by the manufacturer, whose interest does not cease with the sale, and therefore are a much better investment than many new cars of inferior quality. Prices from \$1,000 to seen at the Company's Salesrooms, Broadway and Fifty-sixth street, New York. which the Harrioru che pany fringement of their well known device, which carries letters patent No. 803,589. What is called the anti-vibration device is manufactured by the Hercules Auto Specialty Manufacturing Company of Los Angeles, Cal., whose agent in New York is the Motor Car Equipment Company. The order is the Motor Car Equipment Company. The order of the United States Court is sweeping in that it restrains the defendants from handling in any way the Hercules or any other device "like or similar in appearance to the device complained of in this suit." E. V. Hartford, president of the Hartford Suspension Company, said yesterday that the Truffault-Hartford device was the first on the field and his company will vigorously prosecute any infringements on their patents or trademarks.

Three of the latest to take on the Franklin line are E. D. Carlough, Paterson, N. J.; S. S. Brumbaugh, New Enterprise, Pa., the Wilson Automobile Company, Wichita, Kan., and the Butte Novelly.

neid and his companies on their patents or trademarks.

A good representation is expected in the six cylinder division of the carnival parade, as many of the big manufacturers have this type among their models for 1978. W. W. Burke of the Mora Motor Company states it represents the final word in the first decade of automobile building. He is making preparations for a complete representation of all the styles of Mora six cylinder machines; these are three in number, each a distinct type and bull specially for the work intended. They will undoubtedly do their share in impressing upon the public the sensational progress which has been made in the short period of ten years. As an additional attraction Mr. Burke is using his good offices to have the Mora which created the world's record for the sealed bonnet run in line also. This car is now in Chicago, where it is resting unfiter accompanying the globe girdling racers there. pany. Wichita, Kan., and the Butte Novelty.

"A great deal of unnecessary tire expense is borne by automobilists because they do not keep their tires pumped hard," says H. G. Fisk, secretary of the Fisk Rubber Company. "The damage done by running tires insufficiently inflated," he says. "Is to the fabric in the casing. The play of the side walls in a soft tire has a tendency to separate the several plys of friction fabric, so that they shuffle, as tiremen call it. This shuffling cuts the thread and permits of a blowout. In the case of Fisk heavy car type tires there is an extra ply of fabric, and they will stand more abuse, but no tire in the world can stand being run only partly inflated. Motorists will get from 10 to 25 per cent, more service out of tires if they are kept good and hard." after accompanying the globe girdling racers there. Following its well known polley the Lozier Motor Company has Issued a house organ which like its predecessors in other fields on industrial endeavor by this well known established house will serve to keep its customers and agents throughout the country in touch with Lozier motoring affairs. Lotier Logie is the title by which this latest minature magazine will be known. No. 1 of the first volume was issued this month, and it will be published periodically from now on. Aside from the fact that it is a house organ and treats in detail of the Lozier product many interesting items of general interest to motorists are found on perusal of its contents. It is edited in good siyle by C. A. Emise. Credit is due A. L. Rick, who has been identified with the Lozier house for a long time, for the excellent pictorial layout of the first number.

Local agencies and garages are now working hard to get cars ready for anxious owners who did not expect fine weather so early. This condition is summed up by Frank D. Homan, who said yesterday: "It is surprising how pleasant weather turns the minds of New Yorkers to automobiles and the enjoyments of country touring. A number of Rambier purchasers who specified April deliveries have been in to see if they could not get their cars at once, while others who have been undecided in the purchase of a car all winter have been influenced by the warm, bright days to file their orders.

With a view to increasing the interest in the Briarcliff race and adding to the enthusiasm of the contest the Continental Caoutchouc Company has made a very liberal offer of \$1,000 in prizes in connection with the event.

A unique feature of the forthcoming carnival for automobiles will be a historical review showing the types of a few years ago which are now practically obsolete. The Haynes Automobile Company, one of the oldest manufacturers of automobiles in America, has been called upon for cars, as it was presumed that it could probably secure a complete representation of types from 1898 to 1998. The original car of this company, which bears the date of 1893, is now in the Smithsonian Institution at Washington. Elwood Haynes maintains that it will still run, and efforts are being made to borrow it from the museum for use in the parade. It is stated that the company will be able to secure a model of each type for ten years back, as there are many Haynes cars as old as that which are still running. This exhibition of relies will astonish some people, because the older cars will in some cases look more modern than would naturally be expected. Prominent among the cars which will take their place in the large parade of carnival week will be various Autocars representing different stages in the march of progress during the first decade of automobile manufacture. The Autocar Company has actually been constructing practical motor cars for eleven years past and has built up a substantial following by its policy of progressive conservatism. One of the best sellers in the field to day in the very moderate priced class is the Autocar runabout, still with its original two cylinder horizontal opposed motor with shaft drive, the first of its type. This year sees this concern well equipped to more than secure its share of public patronage. The range of models takes in practically every popular demand from the small runabout to the high speed four cylinder race type.

The fact that new dealers are starting in the automobile business all over the country and that old dealers are adding to their lines is one of the signs of the improvement of business conditions. It indicates that those actively engaged in the motor car industry have no lack of confidence that 1908 is to be a big automobile year. The H. H. Manklin Manufacturing Company reports that it has closed contracts with over 10 per cent, more dealers to date this year than last year at the same time.

When the Thomas people began building town cars last year they planned a good sized output, but the type has become so popular it has been decided to practically doubleit. While the landau-level that they planned a good sized output, but the type has become so popular it has been decided to practically doubleit. While the landau-level that they are they planned a good sized output, but the type has become so popular it has been decided to practically doubleit. While the sandau-level that they are they planned a good sized output, but the type has become so popular it has been decided to practically doubleit. While the sandau-level that they are they planned a good sized output, but the type has become so popular it has been decided to practically doubleit. While the sandau-level that they are they planned a good sized output, but the type has become so popular it has been decided to practically doubleit. While the sandau-level that they have a close a supplied to the type has become so popular it has been decided to practically doubleit. While the sandau-level that they have a close a contract the type has become so popular it has been decided to practically doubleit. While the sandau-level that the type has become so popular it has been decided to practically doubleit. While the sandau-level that they have a close a contract the type has become a good sized output.

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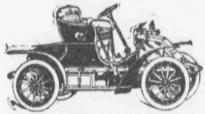
A digest of all the 1908 automobile shows demonstrates the important fact that automobile purchasers demand for a moderate price, a car embedying all the features heretofore only obtainable on cars of exorbitant prices.

THE SUN, Friday, March 20, '08, says in part: "Price alone does not tell the story. Furchasers have become students of construction and demand good material, design and workmanship. All these are now found in moderate priced cars selling from \$2,000 to \$3,000. The successful dealer must not only be able to offer a car with a well established reputation, but must be in a position to have his goods compare favorably with others in design, workmanship and material."

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